

**OPERATIONS PLAN**  
**ORWG EVALUATED SAREX – PLR OR05XX**  
**Troutdale Airport (TTD)**  
**July 25-30, 2005**  
**PRELIMINARY**  
**Revised 6/28/2005**

## **1. GENERAL**

### **A. Type of exercise**

This will be an Air Force funded SAR/training exercise. The mission of this exercise is the bi-annual evaluation by the USAF of the Oregon Wing. The evaluation will occur from 25JUL05 through 30JUL05. Sunday 31JUL05 will be reserved for additional training. Specific objectives of the exercise are:

- Respond to HLS, Photo, CD and SAR tasks provided by USAF evaluators
- Air crew coordination, mission planning, sortie execution, briefing and debriefing
- UDF team coordination, ELT location and air/ground communications
- Communications tactical and long range

The scenario will include HLS, Photo, CD and SAR as provided by the USAF.

### **B. Exercise location**

The Incident Command Post (ICP) and staging base will be located at Troutdale Airport. The ICP and staff rest areas will be located upstairs in the Hanger One facility. Additional mission planning area will be utilized at the FBO facility adjacent to the aircraft parking areas. CAP and member furnished aircraft will be marshaled in the east tie down area normally used for CAP aircraft assigned to this airport. There will be a staging base located at the CAP hanger at Medford Airport in Medford Oregon which will support any operations in the southern portion of the State.

The area of operation is limited to the State of Oregon.

### **C. Primary dates and times**

- Approximately 25JUL05 08:00 through 28JUL05 18:00 – low intensity mission tasks to include CD, photo and HLS. Tasks to be completed during the period 29JUL05-30JUL05 are expected to be passed to the incident staff.
- Exercise staging and mobilization 29JUL05 0800 to 2200
- AF in-briefing 29JUL05 1800
- Evaluation exercise operations - 30JUL05 0700 to 1800.
- Training exercise operations - 31JUL05 0800 to 1600.
- Exercise demobilization 31JUL05 1600 to 1800

### **D. Alternate dates**

None planned

### **E. USAF funding**

Funding requested. CAPF 10 request for \$6,960

### **F. Mission Symbol**

A-5

### **G. Air Force Mission Number**

PLR OR050X

### **H. Project Officer**

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## I. Host Unit

Washington County Composite Squadron (lead)  
Columbia Composite Squadron  
Salem Composite Squadron  
Metropolitan Senior Squadron

## J. Initial reporting times and locations

An IMT (Incident Management Team) detachment will be mobilized on 25JUL05 to accept incident taskings during the period 25JUL05 08:00 through 28JUL05 18:00. The IMT staff will work in a distributed mode from their homes/offices as appropriate. It is expected that staffing may fluctuate due to the availability of personnel. Sorties will be staffed, briefed and executed with resources deployed from their home bases during this period.

The Medford Staging Base will also open on 30JUL05 at 0800 hours. To the extent possible, taskings to be handled by Medford will be passed to them on 29JUL05 for execution on 30JUL05.

Base setup and staff planning will commence 29JUL05 0800 to 2200. Sign in will open at 0700 hours 30JUL05. All aircraft sorties will be recovered by 1800 30JUL05 and the ICP will close by 2000 30JUL05.

## 2. NOTIFICATION AND APPLICATION

### A. Notification of exercise

This event has been posted on the wing calendar and solicited via e-mail, CAPTALK, phone, and word of mouth.

### B. Qualification requirements

All participants will meet 60-3 standards and either possess 101 Cards or SQTRs or be listed in MIMS and/or the WMU for ES specialties appropriate for their category of involvement. Trainee personnel will be used to the greatest extent possible.

### C. Exercise capacity

Sorties will be limited by the number of base staff personnel available to process sortie assignments. Every attempt will be made to allow all air crews to have at least one sortie during the training. Crew duty day restrictions will also impact the number of sorties that can be support. No limits on the number of aircraft and personnel other than those enumerated have been identified.

### D. Exercise enrollment procedures:

Prearrangements for the IMT and aircrews will be empathized for this exercise. Sunday 31JUL05 will be "you all come" with preference for personnel that have participated in the evaluated exercise. Solicitations via CAPTALK and direct contact will be made to have those individuals desiring to participate as base staff members (qualified or trainee) contact the project officer to register their request. Air crews will be encouraged to come to the base as a pre-determined crew.

### E. Pilots will be subject to inspection of:

- 1 Pilot Certificates
- 2 Medical Certificates
- 3 Current ES cards and ratings

## 3. EXERCISE DESCRIPTION

The exercise will simulate a multiple tasking environment with a mixture of SAR, CD, photo and HLS tasks to be completed.

## 4. TRAINING OBJECTIVES

Some staff training will occur as possible during the evaluation period. Air and ground crew training on Sunday 31JUL05 will focus on SAR skills.

## 5. TRAINING SYLLABUS

Training will be IAW CAPR 60-3 (June 04) and the associated task guides. Incident tasking will be provided by the USAF evaluation team. Training on Sunday 31JUL05 will be based on tasking provided during the evaluation portions of the exercise.

## 6. OPERATIONS

### A. FLIGHT OPERATIONS

#### 1. Aviation resource requirements

At least eight corporate aircraft will be required for this mission. All corporate aircraft will be requested. Member owned aircraft can be used pursuant to CAP regulations. Aircraft located in Bend and Medford will be held at those locations for dispatch to assignments local to those areas.

#### 2. Incident Sorties

- 1) A estimated total of 30 training sorties are anticipated for the day.
- 2) Each crew will consist of a Mission Pilot, Mission Observer, and a Mission Scanner. Pilots will be asked to verify currency with log book entries as necessary (ie for night flying). There will be only one trainee on any given flight.
- 3) Anticipated average sortie length will be 1.3 to 1.5 hours
- 4) Flight operations over mountainous areas will be restricted to daylight hours only.
- 5) Diversion Airfields to be used will be Mulino (4S9), and McMinnville (MCV) for TTD
- 6) Flight Operations will be managed at TTD. Remote launch aircraft will be controlled by Medford or TTD as appropriate to their assignment.

#### 3. Aircraft Flying to/from Home Base

Aircraft flights to/from their home base to Troutdale will be controlled by the mission and must obtain CAPF104 releases for both their inbound and outbound relocation flights. Specific details will be released during the week incident operations.

#### 4. Flight Line Operations

An organized flight line will be maintained at TTD during the exercise under the management of a Flight Line Supervisor. Fueling at TTD during this time will be managed by the FLS who will collect all fueling data and assist in the preparation of the CAPF108 for fuel dispensed at UAO. CAP corporate aircraft will be fueled using the CAP credit cards assigned to each aircraft. Receipts will be surrendered to the FLS or his/her designee (fueling officer) for processing. The FLS or designee will maintain a fueling log as a cross check on the receipts. Night flight line operations will be conducted IAW with the Safety Plan. Flashlights and/or chemical light sticks will be used to direct aircraft and mark hazards.

Movement of all aircraft on the airport will be at the or under the control of the tower, except to re-spot to allow tower better visibility of the aircraft's location, and then only as the PIC deems necessary.

Any COV's operating inside the Airport boundary fence will have a flashing light/beacon and utilize vehicle mounted four-way flashers to call attention to the vehicle, headlights will be on. Additionally any crew transport vehicles will monitor the TTD Tower (120.9 MHz), and will do so especially if crossing on the inside perimeter road the East End of the runway 25/7. NO operation across the double yellow line is permitted or authorized. Use of POV's inside the Airport boundary will not occur, unless transporting materials to a specific aircraft

#### 5. Vehicles

All COV's (Corporate owned vehicle) utilized in the activity will be current with vehicle maintenance requirements. The Wing Safety Department as documented on the WMU Logistics Web page will ground any COV not in compliance with current maintenance reports. Drivers may be directed to local area shops to obtain the needed inspections, or services. Additionally the vehicles condition report will be forwarded to the Wing LG and CC.

## 6. Operational Risk Management

Operational Risk Management will be incorporated into all phases of the training. Personnel should be aware of the risks associated with prolonged operations. Aircrews have duty day limitations, per CAPR 60-1. Mission base staff and ground teams will review the condition of their personnel for fatigue and schedule crew rest. The "IM SAFE" check list should be incorporated into all phases of this training.

## B. GROUND OPERATIONS

### 1. Ground Operations Resource Requirements

1. Two CAP ground communications vehicles will be available.
2. At least three practice ELT beacons will be available for use on the exercise.

### 2. Ground Team Operations

Ground team activities will closely parallel what happens during actual UDF operations. The Ground Operations Branch Director will provide briefings/debriefings IAW CAPR 60-3. SEE ALSO Vehicles above.

## C. ACTUAL MISSION CONVERSION

In the event that an actual mission is assigned to Oregon Wing during the SAREX, SAREX operations will be suspended and the actual mission will be managed by the SAREX mission staff and using resources assigned to the SAREX.

## 7. COMMUNICATIONS

All field assets will remain in radio contact with the ICP either directly or through a manual or automatic relay using CAP VHF radio frequencies. All communications will follow the communications plan issued under the direction of the IC.

## 8. SAFETY

As in all CAP Operations, SAFETY IS PARAMOUNT. CAP Safety imperatives will be employed and monitored through all phases of the exercise by the Incident Safety Officer. Emergencies will be handled IAW the Incident Medical Plan. Pyrotechnic signal training, if conducted, will be monitored by personnel with fire-extinguishing equipment on hand.

All accidents and or injuries, meeting CAPR 62-2 will be reported to the Wing SE Immediately. SEE Commanders Accident notification policy letter.

A medical plan will be included in the Incident Management Plan

## 9. DEMOBILIZATION

Most personnel will sign out of the mission and return to their home bases by 2400 on 31JUL05. ICP demobilization will occur on 31JUL05 with break down and return borrow items and restore the ICP facility to its pre-mission configuration. Some corporate vehicles will be retuned to their home bases on 31AUG05 necessitating administrative flights to bring/return drivers. In this event, those flights will be controlled under CAPF104s IAW regulations and an IC/AL will be active during the appropriate operational periods.

## 10. EVALUATION AND FOLLOW UP

The USAF evaluation team will out brief the participants at approximately 1830 hours on 30JUL05.

## ANNEX A: SCHEDULE OF ACTIVITIES

### **25JUL05 through 28JUL05**

Low intensity mission tasks to include CD, photo and HLS. Tasks to be completed during the period 29JUL05-30JUL05 are expected to be passed to the incident staff.

### **29JUL05**

0800	Mission Staff assemble at ICP for setup and management of initial inbound sorties
2200	Close ICP for this operational period

### **30JUL05**

0700	Staff arrives, releases remote aircraft to fly to TTD
0730	Evaluation exercise sign in
0830	General staff briefing
0900 – 1800	Exercise operations
1830	Out brief by USAF
2000	ICP closes for night

### **31JUL05**

0800	Training exercise sign-in
0830 – 1600	Exercise operations
1600 - 1800	Exercise demobilization